

Propeller Overhaul

is our business!

● We are set up to give unexcelled propeller and governor overhaul service—a contribution to the economy of your flying operations. Our modern plant—the finest in Western Canada—is geared to solve your problems. Badly bent or curled propellers are quickly straightened and re-pitched. Time expired propellers and governors are overhauled and reconditioned in a minimum of time. Our facilities are licensed and approved by the Department of Transport.

OVERHAUL SPECIALISTS

for Hamilton Standard and Hydromatic propellers, DeHavilland Dove propellers, Hartzell's, McCauley's, Boechecraft propellers and Flottorp Controlable. We are equipped, fully experienced and handle parts to overhaul and recondition practically any type of propeller and governor encountered in Canada.

FACTORY DISTRIBUTORS

for McCauley Met-L-Props and Met-L-matics, Sensenich Skyblades, Sensenich all-metal and Sensenich wooden propellers, Test Clubs and Flottorp Controlable. We also deal in reconditioned propellers and governors.

For fast, guaranteed service
write, wire or phone:

WESTERN PROPELLER

CO. LTD.

Hangar 16, Municipal Airport
Edmonton, Alta. Phone 86563

IT SEEMS ONLY YESTERDAY . . .

(Continued from page 26)

J. A. WILSON (the grand old man of Canadian aviation and retired Director of Air Services) was Secretary of the Air Board.

ROMEO VACHON (member of the Air Transport Board) was chief pilot of Canadian Transcontinental Airways Ltd.

KELLY EDMISON (Operations Manager, eastern region, TCA) was mechanic for the fabulous "Clarky" of General Airways.

SHORTY HATTON (Avro Canada), **O. C. S. Wallace** (Can. Car), **Babe Woollett** (CPAL, Australia) **Howard Watt**, **Alex Schneider**, **STB Cripps** (later BOAC) **Dick Bibby**, the "great Bondurant," and **Fred Bone** (DSAR Winnipeg), were flying for Canadian Airways in 1929 and '30.

RUS BAKER had more money tied up in one dog than he did in aircraft.

MAUDY MAUDSLEY (retired A/V/M) bought three-colored ice cream for tea in the officers' mess at Camp Borden to celebrate his first solo flight . . . also 4.4 beer for mechanics who repaired the undercarriage of the Avro 504K after the flight.

F. L. MORFEE (retired A/V/M) was flying a DH4 on aerial photography in Alberta.

THE de Havilland plant at Toronto didn't cover an area big enough to park a Comet.

MATT BERRY found Shell Coleman who got lost in the Northwest Territories and the newspapers stated that the latter and his mechanic ate "matt berries" for a month.

MILT ASHTON (General Manager of Central Northern), **Jack Moar** (Husky, Edmonton), **Buck Buchanan**, **Ted Stull** (Operations man, TCA Vancouver) and **Con Farrell**, were flying Boeing 40B's, Fokker F14's, Lairds, Stearman 4EM's and a Consolidated Fleetster on the night run from Winnipeg to Edmonton.

LEIGH BRINTNELL was keeping Tony Fokker in business by buying Fokker 14's.

AL CHEESEMAN was hunting for a job as a mechanic in order to break into aviation.

TOM COWLEY (Director of Air Services) was Superintendent of Air Regulations and was rumored to have prepared a list of Canadian pilots in the order he expected them to be killed.



JACK SANDERSON was trying to sell the first Fleet in Ottawa.

TOMMY THOMPSON (Retired DCAS, Vancouver) was reported to have beat up a J5 engine with the starting crank when it wouldn't pull a Fokker Universal off the water in a flat calm.

BOB DODDS (Controller of Civil Aviation) was Superintendent of the Toronto-Detroit Mail run for International Airways in 1929.

MIKE McEWEN (Retired A/V/M) was instructing on seaplanes and flying boats in Vancouver.

BEN HARROP proved that the flexible hull of the Vickers Veruna was too flexible and wound up in a hospital.

CLARE and **Walt Leavens** were paying 10c per passenger for the privilege of hopping passengers off the Hamilton Airport.